

Southern California Association of Governments

Final
2006 **Regional Transportation Improvement Program**
SCAG
Executive Summary Volume I of III

FY 2006/07 – 2011/12

July 2006



Mission Statement

Leadership

Vision

Progress

Leadership, vision and **progress** which promote economic growth, personal well-being, and livable communities for all Southern Californians.

The Association will accomplish this Mission by:

- Developing long-range regional plans and strategies that provide for efficient movement of people, goods and information; enhance economic growth and international trade; and improve the environment and quality of life.
- Providing quality information services and analysis for the region.
- Using an inclusive decision-making process that resolves conflicts and encourages trust.
- Creating an educational and work environment that cultivates creativity, initiative, and opportunity.

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05/09/06

2006
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

(FISCAL YEAR 2006/07-2011/12)

EXECUTIVE SUMMARY

(Volume I of III)

July 2006



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**



ASSOCIATION of GOVERNMENTS

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RESOLUTION No. 06-477-2

RESOLUTION OF SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS TO ADOPT THE FY 2006/07 – 2011/12 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2006 RTIP) IN ACCORDANCE WITH FEDERAL REQUIREMENTS

WHEREAS, the Southern California Association of Governments (SCAG) is the federally designated Metropolitan Planning Organization (MPO) pursuant to 23 U.S.C. §134(a) and (g) for the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, and as such, is responsible for the preparation, adoption and regular revision of the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP) pursuant to 23 U.S.C. §§134(g) 49 U.S.C. §5303(f) and 23 C.F.R. §450.312;

WHEREAS, also pursuant to Section 130004 of the California Public Utilities Code, SCAG is the designated Regional Transportation Planning Agency and, as such, is responsible for preparation of both the RTP and RTIP under California Government Code §§ 65080 and 65082 respectively; and

WHEREAS, SCAG's FY 2006/07 – 2011/12 RTIP (2006 RTIP) is a staged, multiyear, intermodal program of transportation projects which covers six fiscal years, includes a priority list of projects to be carried out in the first three fiscal years (2006/07, 2007/08 and 2008/09) and a listing of obligated projects from prior years that may require state or federal action;

WHEREAS, 23 U.S.C. § 134(h)(3)(C) and 23 C.F.R. § 450.324(f)(2) requires the 2006 RTIP to be consistent with the 2004 RTP;

WHEREAS, 23 U.S.C. § 134(a), 49 U.S.C. § 5301 *et seq.*, 23 CFR § 450.312, and 49 CFR § 613.100 require SCAG, as the designated MPO, to maintain a continuing, cooperative and comprehensive transportation planning process in its development of the RTP and RTIP;

WHEREAS, 42 U.S.C. § 7506(c)(1) requires SCAG's 2006 RTIP to conform with the applicable State Implementation Plan (SIPs) developed for the federal non-attainment and maintenance areas in the Mojave Desert Air Basin, the Ventura County portion of the South Central Coast Air Basin, the South Coast Air Basin, and the Salton Sea Air Basin;

WHEREAS, the 2006 RTIP used the most recently approved version of Emissions Factors as approved by the California Air Resources Board and the Environmental Protection Agency (EPA) for conformity analysis;

WHEREAS, Federal regulations at 23 CFR § 450.332(e) require that in non-attainment and maintenance areas, funding priority be given to timely implementation of transportation control measures (TCMs) contained in the applicable SIPs in accordance with the conformity regulations at 40 CFR Parts 51 and 93;

WHEREAS, SCAG has worked concurrently with local, state and federal jurisdictions in a continuing, cooperative and comprehensive manner as required by provisions of Federal and State law on the transportation planning processes;

WHEREAS, Federal regulations at 23 CFR § 450.316(b) require each MPO to adopt a public participation program providing, inter alia, public hearings and a reasonable opportunity for public participation, including targeted groups, prior to approval of the RTIP;

WHEREAS, the Draft 2006 RTIP was available for public review and comment from June 26, 2006 to July 25, 2006;

WHEREAS, a public hearing was conducted on the Draft 2006 RTIP on June 29, 2006 at the SCAG in Los Angeles County;

WHEREAS, SCAG in cooperation with the county transportation commissions shall aggressively pursue the following strategies to ensure the timely implementation of Transportation Control Measures:

- (1) Work with appropriate transportation partners to consider substitution of projects as may be necessary.
- (2) Reprioritize the funding of projects as may be necessary – working with appropriate transportation partners to identify non-TCM projects that are being delayed and shifting any programmed funds for such projects to critical TCM projects.

WHEREAS, SCAG has complied with all applicable federal requirements in developing the 2006 RTIP, including, but not limited to:

- (1) TEA 21 (23 U.S.C. § 134, *et seq.*)
- (2) The Metropolitan planning regulations at 23 C.F.R. § 450 *et seq.*;
- (3) Government Code Section 65080 *et seq.*;
- (4) Sections 174 and 176(c) and (d) of the Clean Air Act [42 U.S.C. §§ 7504, 7506(c) and (d)];
- (5) The Environmental Protection Agency (EPA) Transportation Conformity Rule at 40 CFR Parts 51 and 93 (August 15, 1997) and all associated courts rulings and federal guidance.
- (6) Title VI of The Civil Rights Acts of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794;
- (7) Title II of the American with Disabilities Act of 1990 (42 U.S.C. § 120001 *et seq.*) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38); and

- (8) The Department of Transportation's Final Environmental Justice Order, enacted pursuant to Executive Order 12898, which seeks to avoid disproportionately high and adverse impacts on minority and low-income populations with respect to human health and the environment and requirements set forth in U.S.D.O.T. Order 5610.2, FHWA Order 6640.23 and 23 C.F.R. § 450.316(b)(ii).

NOW, THEREFORE BE IT RESOLVED that

(1) SCAG finds as follows:

- (a) The 2006 RTIP conforms with all applicable federal requirements, including the federally approved SIP's; -
- (b) The 2006 RTIP implements and is consistent with the adopted 2004 RTP, as required by TEA-21 and California Government Code § 65080.5(a) and 23 U.S.C.134(h)(3)(c);
- (c) The 2006 RTIP is consistent and in conformance with the portions of the applicable SIPs relevant to all air basins as required by 42 U.S.C. § 7506(c)(1) and accompanying Federal regulations at 40 CFR §§ 51 and 93; and
- (d) The 2006 RTIP currently demonstrates timely implementation of transportation control measures as reflected in the applicable SIPs for the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin;
- (e) The 2006 RTIP is consistent with the estimate of available funds adopted by the California Transportation Commission as required by § 14525 of the California Government Code. That the 2006 RTIP includes a Finance Plan that indicates estimated resources from public and private sources to implement the 2006 RTIP as required by 23 U.S.C. § 134(h) (2)(B);

(2) The Regional Council hereby adopts the 2006 RTIP for all six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) in the SCAG region, which recognizes the following:

- (a) The 2006 RTIP does not preclude future amendments which may become necessary;
- (b) The 2006 RTIP constitutes endorsement for the purpose of Executive Order 12372 and 23 U.S.C. § 105; and
- (c) The 2006 RTIP will, upon approval of FHWA and FTA, replace previously endorsed RTIPs;

(3) The Regional Council hereby adopts the 2006 RTIP and its conformity finding for all federal non-attainment and maintenance areas in the SCAG region

and reaffirms the conformity determination for the 2004 RTP;

(4) SCAG's Executive Director is authorized to transmit the 2006 RTIP and its conformity findings to the Federal Transit Administration and the Federal Highway Administration to make the final conformity determination in accordance with the Federal Clean Air Act and EPA Transportation Conformity Rule at 40 CFR Parts 51 and 93;

(5) SCAG's Executive Director is further authorized to transmit the 2006 RTIP to the Governor, the California Transportation Commission, the Federal Transit Administration and the Federal Highway Administration for inclusion in the Federal Transportation Improvement Program; and

(6) The Regional Council hereby approves and adopts the 2006 RTIP incorporating herein all of the foregoing recitals.

Adopted by the Executive Committee of the Southern California Association of Governments at a regular meeting on this 27th day of July 2006.



Yvonne Burke
President, SCAG
Supervisor, County of Los Angeles

Attest:



Mark Pisano
Executive Director

Approved as to Legal Form:



Karen Tachiki
Legal Counsel

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EXECUTIVE SUMMARY

INTRODUCTION

This report is a summary of the 2006 Regional Transportation Improvement Program (RTIP) for the SCAG region. SCAG comprises the six counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The 2006 RTIP is a capital listing of all transportation projects proposed over a six-year period, Fiscal Years (FY) 2006/07 – 2011/12. This listing identifies specific funding sources and funding amounts for each project. Projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc.

The RTIP must include all transportation projects that require federal funding, as well as all regionally significant transportation projects for which federal approval (Federal Highway Administration or Federal Transit Administration) is required, regardless of funding source. The RTIP projects are consistent with the 2004 Regional Transportation Plan (RTP), which was adopted by SCAG on April 1, 2004 and its subsequent amendments. The RTIP is developed to implement the programs and projects in the RTP.

2006 RTIP

The 2006 RTIP programs a total of \$19.5 billion for implementing transportation projects within the next six fiscal years (FY 2006/07 – 2011/12). All projects incorporated into the 2006 RTIP are consistent with the current RTP policies, programs, and projects.

The 2006 RTIP was developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under State law of proposing county projects, using the current RTP's policies, programs, and projects as a guide, from among submittals by cities and local agencies. The locally prioritized lists of projects were forwarded to SCAG for analysis. From this list, SCAG developed the 2006 RTIP based on consistency with the current RTP, inter-county connectivity, and financial constraint and conformity satisfaction.

Guidelines for the development of the 2006 RTIP were made available in October 2005 to all of the aforementioned parties who assisted in the development of the 2006 RTIP. The guidelines refer to the process and procedures by which projects are selected, and the overall process for TIP development and procedures. Copies of the 2006 RTIP guidelines are available to the public upon request.

The 2006 RTIP implements the 2004 RTP. Upon approval by the federal agencies, the 2006 RTIP will replace the current operating RTIP. There must be a new federally approved and conforming RTIP by October 4, 2006, which is when the Federal Statewide Transportation Improvement Program (FSTIP) expires. The 2006 RTIP is consistent with the 2006 State

Transportation Improvement Program (STIP) cycle and incorporates the SCAG portion of the 2006 STIP.

FEDERAL TRANSPORTATION FUNDING – SAFETEA-LU

On August 10, 2005, President George W. Bush signed into law the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). With guaranteed funding for highways, highway safety, and public transportation totaling \$244.1 billion, SAFETEA-LU represents the largest surface transportation investment in our Nation's history. The two landmark bills that brought surface transportation into the 21st century—the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Transportation Equity Act for the 21st Century (TEA-21)—shaped the highway program to meet the Nation's changing transportation needs. SAFETEA-LU builds on this firm foundation, supplying the funds and refining the programmatic framework for investments needed to maintain and grow our vital transportation infrastructure.

Actual target and programming levels for the 2006 RTIP and federal funding sources including the Local Surface Transportation Program (LSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based upon the SAFETEA-LU legislation.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

The 2006 RTIP for the SCAG Region is consistent with the 2006 STIP Fund Estimate, as approved by the California Transportation Commission (CTC) on September 29, 2005. The 2006 RTIP for the SCAG Region is also consistent with the 2006 STIP, as approved by the CTC on April 27, 2006. Accordingly, the 2006 STIP programming target for the SCAG Region over the five-year timeframe (FY2006/7 through FY2010/11) totals \$920 million. With the slight increase in expected revenues, the 2006 STIP reflects the scheduling of projects already programmed for delivery over the next three years to over the next five years.

The CTC also programs the State Highway Operations and Protection Plan (SHOPP), which covers operations and maintenance on the state highway system and freeways.

COMPARISON OF THE STATE AND FEDERAL TIPs

The STIP is the State's compilation of all state and federally funded transportation projects. It is composed of all projects funded out of the State Highway Account, which is divided into several parts, including state priorities on interstate facilities, safety and maintenance, bridge replacements, rail, aeronautics, etc. In addition, a portion is divided into regional and inter-regional improvements. It is made up of the 75 percent regional improvement projects which are

nominated by local and regional agencies and the 25 percent Inter-regional Transportation Improvement Program (ITIP).

The 2006 RTIP is SCAG's compilation of state, federal, and local funded transportation projects. In addition to projects identified in the STIP, the RTIP includes federal Congestion Mitigation Air Quality (CMAQ) and Surface Transportation Program (STP) funds, other federal funds and projects entirely funded out of local and private funds.

TRANSPORTATION CONFORMITY

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements. The SIP includes two important components relative to transportation and air quality conformity analysis – emissions budgets and Transportation Control Measures (TCMs). Emissions budgets set an upper limit which transportation activities are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas") for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Non-Attainment/Maintenance Areas and Timeframes

The boundaries of the Federal non-attainment/maintenance areas [and their respective attainment years] in the SCAG region are as follows:

- Ventura County Portion of the South Central Coast Air Basin (SCCAB) - The entire county is a non-attainment area for 8-hour ozone [2010].
- South Coast Air Basin (SCAB) - The entire basin is a non-attainment or maintenance area for the following pollutants: NO₂ [1995]; CO [2000]; PM₁₀ [2006]; and PM_{2.5} [2015]; 8-hour ozone [2021].

- Antelope Valley and Victor Valley portion of Mojave Desert Air Basin (MDAB) - Non-attainment areas for 8-hour Ozone [2010].
- San Bernardino County Portion of MDAB -
 - Searles Valley (situated in the NW part of the county) is non-attainment for PM10 [1994].
 - San Bernardino County (excluding the Searles Valley area) within the MDAB is a non-attainment area for PM10 [2000].
- The Riverside County Portion of Salton Sea Air Basin (SSAB) - The entire Riverside County portion of SSAB (Coachella Valley) is a non-attainment area for the following pollutants: PM10 [2006]; 8-hour Ozone [2013].
- The Imperial County Portion of SSAB - The entire Imperial County portion of SSAB is designated as non-attainment for 8-hour ozone [2007] and PM10.¹

Eight-Hour Ozone Non-Attainment Areas

On April 15, 2004, EPA announced the non-attainment areas for 8-hour ozone standard. The designation and classification were effective on June 15, 2004. The 8-hr ozone attainment years are between 2007 and 2021. The Transportation Conformity requirements became effective by June 15, 2005, which was also the date for the revocation of the 1-hour ozone standard. The federal agencies approved the 2004 RTP/RTIP 8-hour ozone conformity on May 12, 2005.

The SCAG region has five 8-hour ozone non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
Eight Hour Ozone Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
Ventura County Portion of SCCAB	Moderate	2010
South Coast Air Basin	Severe-17	2021
Antelope Valley and Western MDAB	Moderate	2010
Coachella Valley Portion of SSAB	Serious	2013
Imperial County Portion of SSAB	Marginal	2007

The ARB must submit 8-hour ozone SIPs to U.S. EPA by June 15, 2007.

¹ With the exception of a small area in the eastern portion of Imperial County, the rest of the county is designated as a PM10 non-attainment area. No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

PM10 Non-Attainment Areas

The SCAG region has five PM10 non-attainment areas. These non-attainment areas and their classifications and maximum attainment dates are listed in the following table.

**SCAG Region
PM10 Non-attainment Areas**

Non-attainment Area	Classification	Maximum Attainment Date
South Coast Air Basin	Serious	2006
Searles Valley Portion of MDAB	Moderate	1994
San Bernardino County Portion of MDAB (excluding Searles Valley)	Moderate	2000
Coachella Valley Portion of SSAB	Serious	2006
Imperial County Portion of SSAB	Moderate	*

* No PM10 SIP submittal date for the Imperial County portion of the SSAB has been set by U.S. EPA.

The federal agencies approved conformity for all PM10 non-attainment areas on June 7, 2004 for the 2004 RTP, and October 4, 2004 for the 2004 RTIP.

PM2.5 Non-Attainment Area

In the SCAG region, the South Coast Air Basin is the only area that has been designated by U.S. EPA as a PM2.5 non-attainment area. The PM2.5 attainment year for the South Coast Air Basin is 2010 with an allowable five year extension (i.e., 2015). The ARB has until April 5, 2008, to submit the SIP for the PM2.5 standard to EPA.

The federal agencies approved the 2004 RTP/RTIP PM2.5 conformity on March 30, 2006.

SIPs and Emission Budgets

The 2006 RTIP must conform to the applicable SIPs (emissions budgets and the TCMs). The March 1999 court ruling (Sierra Club v. EPA) required that conformity findings be based on the emissions budgets approved or found adequate by EPA. The applicable TCMs are those approved by EPA.

Emission Budgets

The SIPs are based on the 2003 or 2004 AQMPs that were prepared by the respective air districts in association with ARB and SCAG. For the 2006 RTIP conformity determination, the applicable emissions budgets are established in the following SIPs:

1-hour Ozone SIP for the Ventura County portion of SCCAB: EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

SIPs for the SCAB area: EPA's adequacy finding on the emissions budgets for conformity determination in the SCAB area was published in Federal Register Vol. 69, No. 58 - March 25, 2004.

1-hour Ozone SIP for the Southeast Desert Modified area: The area is composed of three pieces: the Antelope Valley portion of MDAB, the San Bernardino County portion of MDAB, and the Coachella Valley portion of SSAB. Each provides its data to ARB and it is the responsibility of ARB to provide a single set of emission budgets (Ozone SIP). EPA's adequacy finding on the emissions budgets for conformity determination was published in Federal Register Vol. 69, No. 104 on May 28, 2004.

Note that for 8-hour ozone, the applicable emission budgets are the one-hour ozone budgets. Additionally, the budget for the Antelope Valley and Victor Valley portions of the MDAB is the sum of the original 1-hour ozone budgets submitted to ARB by the applicable air districts. The Coachella Valley 8-hour ozone budget is the same as the 1-hour ozone budget submitted to ARB by the SCAQMD.

PM10 SIP for Coachella Valley portion of SSAB: EPA's adequacy finding on the emissions budgets for conformity determination in the Coachella Valley PM10 area was published in Federal Register Vol. 69, No. 58 on March 25, 2004.

There are no SIPs for the other federal non-attainment/maintenance areas in the SCAG region.

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2006 RTIP. The following areas are subject to the interim emissions tests:

- SCAB - PM2.5 non-attainment area
- San Bernardino County (MDAB) - PM10 non-attainment area
- Searles Valley area (MDAB) - PM10 non-attainment area
- Imperial County (SSAB) - PM10 and ozone non-attainment areas

Applicable TCMs

The SIP documents for the applicable TCMs are listed below:

- SCAB - The TCM01 categories were established in the 1994 Ozone SIP and they function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis). The TCM categories in the 2003 Ozone AQMP/SIP (submitted to EPA for final approval) as well as in the 1997 (as amended in 1999) Ozone AQMP/SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/SIP. Upon approval by EPA, the TCM categories in the 2003 Ozone AQMP/SIP will replace the current ones. (It should be noted that SAFETEA-LU, August 2005, mandates new substitution procedures for TCMs.)
- Ventura County portion of SCCAB - The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding (timely implementation of TCM analysis). The 2004 Ozone AQMP/SIP was prepared to address the new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the applicable 1-hour ozone SIP remain the same.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region.

SIP Status in Other Areas

- Searles Valley Portion of MDAB (PM10) - At the present time, there is no federally approved SIP for this area. The MDAQMD has requested re-designation of the Trona portion of the Searles Valley PM10 non-attainment area to attainment status. There are no projects in this area and the area has not experienced a federal exceedance for more than 10 years.
- San Bernardino County Portion of MDAB (PM10) - At the present time, there is no federally approved SIP for this area. MDAQMD is seeking EPA approval to make a "Clean Data Finding" for this area.
- Imperial County Portion of SSAB (PM10) - On October 9, 2003, the 9th U.S. District Court in *Sierra Club v. EPA* ordered EPA to reclassify Imperial County to "Serious". ICAPCD, ARB, and EPA are working together to interpret the Court requirements and its time frame. At the present time, there is no applicable SIP for this PM10 non-attainment area.
- Imperial County Portion of SSAB (Ozone) - The Imperial County portion of SSAB is a non-attainment area for 8-hour ozone and a new SIP is being development.

Conformity Analysis and Findings

Under the U.S. Department of Transportation Metropolitan Planning Regulations and U.S. EPA's Transportation Conformity Rule requirements, SCAG's 2006 RTIP needs to pass five tests.

- Consistency with SCAG's RTP
(23 CFR, Section 450.324 of the U.S. DOT Metropolitan Planning Regulations)
- Regional Emission Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
(40 CFR, Section 93.113)
- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

Summary of Regional Emissions Analyses

EPA's Transportation Conformity Rule requires that the 2006 RTIP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs. Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

A summary of the regional emissions analyses are presented in the following tables, which are organized by air basin geography and pollutant. Details of the modeling methodologies and regional emissions analyses are included in Technical Appendix, Section II - Regional Emissions Analysis, of this document. The analyses show that the 2006 RTIP meets all applicable regional emissions analysis tests. In addition, the regional emissions analyses for the 2006 RTIP updates the regional emissions analyses for the 2004 RTP.

VENTURA COUNTY PORTION OF SOUTH CENTRAL COAST AIR BASIN

Table 12 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	14.300	14.300	14.300
	Plan	10.650	6.170	4.170
NO _x	Budget	21.400	21.400	21.400
	Plan	15.080	6.830	4.370

SOUTH COAST AIR BASIN

Table 13 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2008</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	216.000	155.000	155.000	155.000
	Plan	214.170	152.141	107.627	73.227
NO _x	Budget	464.000	352.000	352.000	352.000
	Plan	451.036	349.956	184.599	120.898

Table 14 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	251.000	251.000	251.000	251.000
	Plan	247.337	189.905	106.868	72.584
NO _x	Budget	549.000	549.000	549.000	549.000
	Plan	537.405	418.716	193.109	125.797
PM10	Budget	166.000	166.000	166.000	166.000
	Plan	159.065	155.829	151.834	152.313

Table 15 - PM2.5 (Annual Emissions [tons/year])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	260,650	260,650	260,650
	Plan	152,831	70,485	45,916
PM2.5	Base Year*	4,844	4,844	4,844
	Plan	4,573	4,413	4,639

* Base Year = 2002

Table 16 - PM2.5 (24-Hour Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO _x	Base Year*	714.110	714.110	714.110
	Plan	418.716	193.109	125.797
PM2.5	Base Year*	13.270	13.270	13.270
	Plan	12.530	12.090	12.710

Table 17 - CO (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
CO	Budget	3,361.000	3,361.000	3,361.000
	Plan	1,818.099	863.286	530.587

Table 18 - NO₂ (Winter Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
NO ₂	Budget	686.000	686.000	686.000
	Plan	449.577	205.988	133.050

WESTERN MOJAVE DESERT AIR BASIN - ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

Table 19 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	19.100	19.100	19.100	19.100
	Plan	16.506	13.310	7.690	6.340
NO _x	Budget	52.100	52.100	52.100	52.100
	Plan	48.278	41.570	19.270	14.360

MOJAVE DESERT AIR BASIN - SAN BERNARDINO COUNTY PORTION

Table 20 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	9.053	10.947	13.253
	Build	8.967	10.808	12.953

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

Table 21 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	0.1119	0.1286	0.1428
	Build	0.1119	0.1286	0.1428

SALTON SEA AIR BASIN - COACHELLA VALLEY PORTION

Table 22 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2007</u>	<u>YR 2010</u>	<u>YR 2013</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	Budget	4.100	4.100	4.100	4.100	4.100
	Plan	3.985	3.361	2.867	2.234	1.838
NO _x	Budget	11.100	11.100	11.100	11.100	11.100
	Plan	11.085	9.295	7.613	4.913	3.460

Table 23 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2006</u>	<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	Budget	10.900	10.900	10.900	10.900
	Plan	8.726	8.937	9.325	9.715

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

Table 24 - Ozone (Summer Planning Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
ROG	No Build	7.220	5.620	5.720
	Build	7.220	5.620	5.720
NO _x	No Build	11.790	8.880	7.810
	Build	11.790	8.880	7.810

Table 25 - PM10 (Annual Emissions [tons/day])

<u>POLLUTANT</u>		<u>YR 2010</u>	<u>YR 2020</u>	<u>YR 2030</u>
PM10	No Build	5.730	7.610	9.810
	Build	5.684	7.425	9.602

Conformity Determinations

SCAG has made the following conformity findings for the 2006 RTIP under the required Federal tests.

✓ **Consistency with 2004 RTP Test**

Finding: SCAG's 2006 RTIP (project listing) is consistent with the 2004 RTP (policies, programs, and projects).

✓ **Regional Emissions Tests**

Finding: The regional emissions analyses for the 2006 RTIP updates the regional emissions analyses for the 2004 RTP.

Finding: SCAG's 2006 RTIP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCCAB (Ventura County) - 2004 Ozone SIP
- SCAB - 2003 Ozone SIP
- MDAB (Antelope Valley and Victor Valley areas) - 2004 Ozone SIP
- SSAB (Coachella Valley) - 2004 Ozone SIP

Finding: SCAG's 2006 RTIP regional emissions for PM_{2.5} precursors are less than base year 2002 for all milestone, attainment, and planning horizon years in the SCAB.

Finding: SCAG's 2006 RTIP regional emissions for the NO₂ precursor are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB - 2003 NO₂ SIP.

Finding: SCAG's 2006 RTIP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB - 2003 CO SIP.

Finding: SCAG's 2006 RTIP regional emissions for the PM₁₀ precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years for the following areas:

- SCAB - 2003 PM₁₀ SIP
- SSAB (Coachella Valley) - 2003 PM₁₀ SIP

Finding: SCAG's 2006 RTIP regional emissions (build scenarios) for PM₁₀ are less than the no-build emissions for all milestone, attainment and planning horizon years for the following areas:

- MDAB (San Bernardino County)

➤ SSAB (Imperial County)

Finding: SCAG's 2006 RTIP regional emissions (build scenario) for the ozone precursors are equal to the no-build emissions for the Imperial County portion of SSAB.

✓ **Timely Implementation of TCM Test**

Finding: The TCM1 project categories listed in the 1994/1997/2003 Ozone SIP for the SCAB area were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP for the VC/SCCAB were given funding priority and are on schedule for implementation. In the case that some particular project is delayed, the obstacles to implementation are being overcome, and the project is expected to be expeditiously implemented.

✓ **Financial Constraint Test**

Finding: Projects programmed in the 2006 RTIP in fiscal years 2006/2007 and 2007/2008 are fiscally constrained and for the remaining years the funds are reasonably expected to be available.

✓ **Interagency Consultation and Public Involvement Test**

Finding: The 2006 RTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working group has served as a forum for interagency consultation, and additionally, there were many ad-hoc meetings held between the involved agencies for this purpose.

FINANCIAL PLAN

The 2006 RTIP must include a financial plan that fully identifies estimated revenues available to meet annual programming levels. As per Title 23 USC Section 134(h) and CFR 450.324 (e), SCAG's 2006 RTIP demonstrates financial constraint by identifying all transportation funds available, including federal, state, and local sources, to meet programming needs.

The financial plan also demonstrates compliance with federal requirements limiting the programming of projects for the first three years of the RTIP to funds which are "available or committed." The RTIP is consistent with funding reasonably expected to be available for the fiscal years adopted. Programmed amounts for the first three years of the RTIP do not exceed expected revenues for the first three years of the RTIP. As a result, SCAG's 2006 RTIP has demonstrated financial constraint.

SCAG is also responsible for making the following determinations:

- ◆ The 2006 RTIP is consistent with the Fund Estimate adopted by the California Transportation Commission (September 29, 2005) as required by the California Government Code, Section 14527.
- ◆ The 2006 RTIP is consistent with the adopted 2004 RTP (April 1, 2004), as required by the California Government Code, Section 65080.

SCAG recognizes that the final resolution of future State Budgets could further impact the Fund Estimate, and the 2006 RTIP reflects cautious optimism in the programming of revenue sources potentially affected by the final state budget decisions.

Programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) programs are based upon the estimated distribution of funds provided in the SAFETEA-LU legislation.

The 2006 RTIP is fiscally constrained by year as required by SAFETEA-LU. Per State Assembly Bill 1246 (AB 1246), County Transportation Commissions within the SCAG region have certain responsibilities for short-range planning and programming, including responsibility for the development of County Transportation Improvement Programs. One requirement of the Financial Plan for the RTIP is a re-certification by SCAG that each County Transportation Commission and IVAG has the resources to implement the projects in their County Transportation Improvement Programs. SCAG has received final resolutions from each County Transportation Commission and IVAG certifying fiscal constraint.

The 2006 RTIP contains projects and programs totaling approximately \$19.5 billion over the next six years. Exhibit 1 is a summary of fund sources categorized as federal, state, or local sources. Exhibit 1 and its accompanying pie chart illustrate that 38 percent of the total \$19.5 billion is from federal funds, 14 percent is from state funds, and 48 percent is from local funds.

Exhibit 1
Summary of 2006 RTIP by Funding Source
(in 000's)

	<i>FEDERAL</i>	<i>STATE</i>	<i>LOCAL</i>	<i>TOTAL</i>
2006/07	\$1,953,953	\$580,056	\$2,407,747	\$4,941,756
2007/08	\$1,978,305	\$878,593	\$2,271,698	\$5,128,596
2008/09	\$1,741,249	\$859,854	\$1,653,820	\$4,254,923
2009/10	\$1,466,473	\$272,715	\$1,640,572	\$3,379,760
2010/11	\$333,267	\$129,238	\$1,131,514	\$1,594,019
2011/12	\$37,256	\$8,215	\$185,493	\$231,964
TOTAL	\$7,510,513	2,728,671	9,291,844	\$19,531,028
% of Total	38%	14%	48%	100.0%

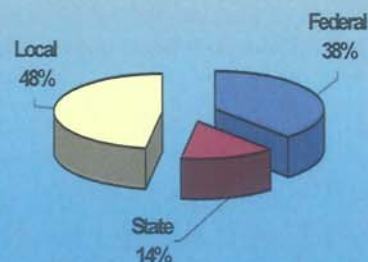
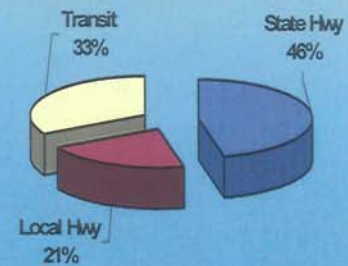


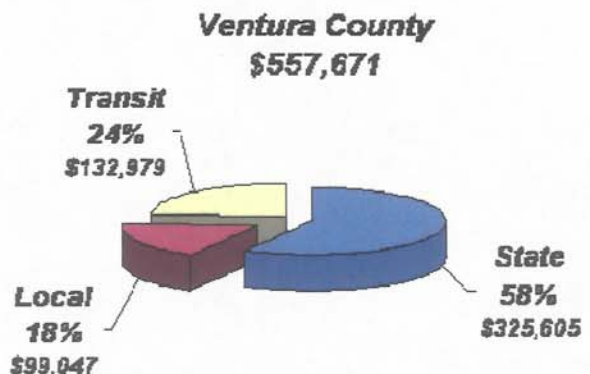
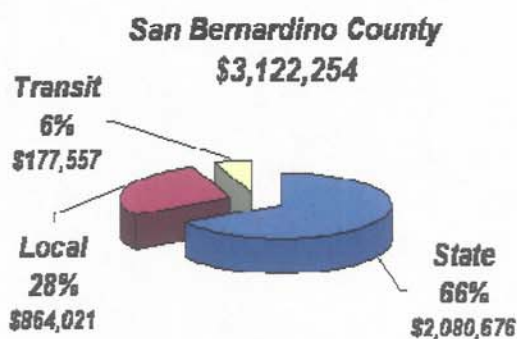
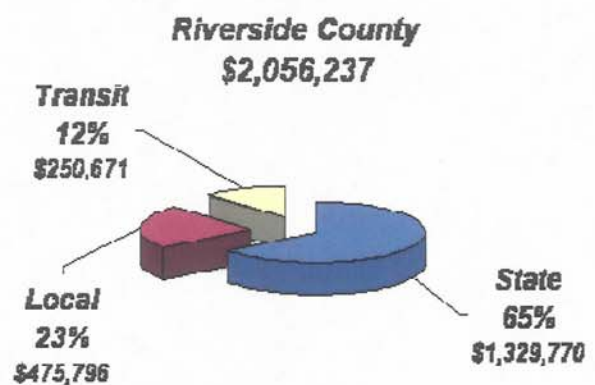
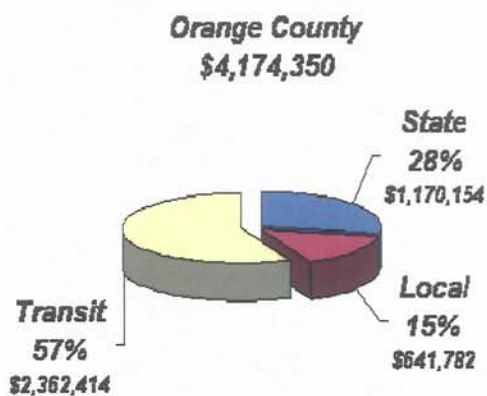
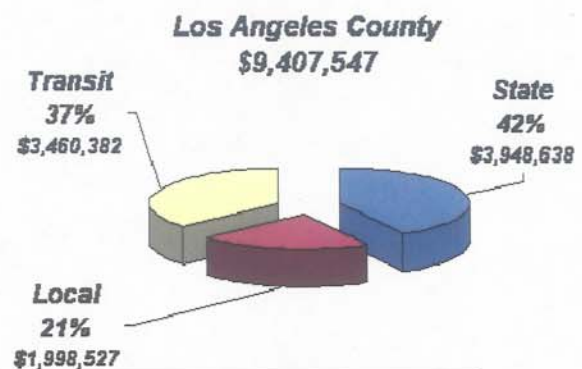
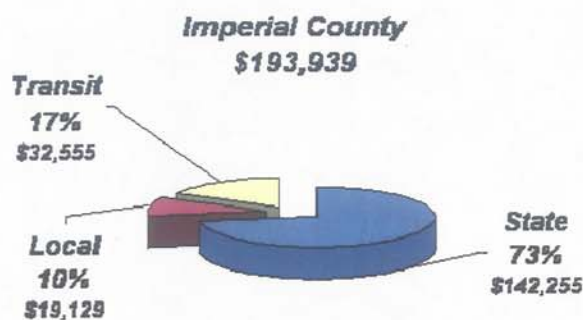
Exhibit 2 summarizes the funds programmed in the local highways, state highways and transit (including rail) programs. Exhibit 2 and its accompanying pie chart illustrate that 46 percent of the total \$19.5 billion in the RTIP is programmed in the State Highway Program, 21 percent in the Local Highway Program, and 33 percent in the Transit (including rail) program. For further information, please refer to the Financial Plan section of the Technical Appendix (Volume II of the 2006 RTIP).

Exhibit 2
Summary of 2006 RTIP by All Programs
(in 000's)

	STATE HIGHWAY	LOCAL HIGHWAY	TRANSIT (includes rail)	TOTAL
2006/07	\$1,839,387	\$1,296,985	\$1,805,394	\$4,941,766
2007/08	\$2,702,327	\$810,196	\$1,616,073	\$5,128,596
2008/09	\$2,007,547	\$878,067	\$1,369,309	\$4,254,923
2009/10	\$1,822,547	\$627,350	\$929,863	\$3,379,760
2010/11	\$535,732	\$405,367	\$652,920	\$1,594,019
2011/12	\$92,298	\$96,667	\$42,999	\$231,964
TOTAL	\$8,999,838	\$4,114,632	\$6,416,558	\$19,531,028
% of Total	46%	21%	33%	100.0%



The six pie charts below summarize the funds programmed in the 2006 RTIP for each county in the SCAG region for State Highway, Local Highway, and Transit (including rail) Programs.



INTERAGENCY CONSULTATION AND PUBLIC PARTICIPATION

SCAG working closely with the County Transportation Commissions, IVAG, Caltrans, CTC, FHWA, FTA, South Coast Air Quality Management District (SCAQMD), Ventura County Air Pollution Control District (APCD), Mojave Desert AQMD, Imperial County APCD, Antelope Valley Air Quality Management District (AVAQMD), ARB, EPA, and all transit operators in the SCAG region developed the 2006 RTIP. In addition, the Transportation Conformity Working Group, the

